

CHAPTER 1

UC-35 PILOT

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*** * NOTE * ***

Crew Resource Management will be briefed for all flights and aircrew positions.

CHAPTER 1

UC-35 PILOT

100. CORE COMPETENCY SKILLS

1. Core Competency. To provide day or night, all-weather priority and routine intra-theater MARLOG support missions to the MAGTF Commander.
2. Core Plus Competency. To provide day or night, all-weather priority and routine inter-theater MARLOG support missions to the MAGTF Commander.

101. TRANSITION and CONVERSION PILOT PROGRAM OF INSTRUCTION

<u>TIME</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
2 days	UC-35 Orientation	Squadron
12 days	Systems/Flight Simulator	Command Aircrew Training (CACT) Initial Course
10 days	Ground/T3P Flight Training	Squadron

102. REFRESHER PILOT PROGRAM OF INSTRUCTION

<u>TIME</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1 day	Ground Training	Squadron
4 days	Systems/Flight Simulator	CACT Refresher Course
5 days	Ground/Flight Training	Squadron

103. INSTRUCTOR PILOT PROGRAM OF INSTRUCTION

<u>TIME</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
5 days	Ground/Flight Training	Squadron

110. GROUND/ACADEMIC TRAINING

1. Initial Pilot Course. CACT for the Citation 560 pilot training course and simulation training is conducted at a government contracted commercial facility. Trainees will provide a copy of their CACT Certificate of Completion to their squadron prior to initiating flight training in the aircraft.
2. CACT Refresher Pilot Training. Previously designated UC-35 pilots will attend a CACT refresher syllabus every 12-18 months after initial NATOPS qualification. If a pilot exceeds the 18 month CACT requirement, he shall not fly as TAC. Commanding officers may waive CACT refresher for pilots within 6 months of rotation date. Previously or currently qualified UC-35 pilots need not repeat initial training.

111. SIMULATOR TRAINING1. CACT Initial Course. Mission Capable Training.

<u>STAGE</u>	<u>EVENTS</u>	<u>SIM HOURS</u>
FAM/INST/EPs/LOFT	7 SIM	28 (14 Right Seat/14 Left Seat)

2. CACT Refresher Training

<u>STAGE</u>	<u>EVENTS</u>	<u>SIM HOURS</u>
FAM/INSTR/EPs	3 SIM	12 (6 Right Seat/6 Left Seat)

112. SQUADRON GROUND TRAINING

UC-35 Orientation. Completed prior to initial pilot course.

Demonstrate. Preflight inspection, orientation to cabin Military ICS and communication suite, cockpit familiarization, and checklists overview. Conduct a demonstration of FMS, MFD, and PFDs.

Prerequisite. Read CACT Training Manual: Avionics Systems, and the GNS-XLS Operators Manual. Practice with FMS CD-ROM Static Trainer.

FAM-00 2.0 T,C E UC-35 PUI/IP

Goal. Introduce local procedures.

Requirement

(1) Brief. Local course rules, weight and balance, aircraft limitations, hot starts, memory item EPs, and avionics systems.

(2) Demonstrate. Aircraft survival kit inventory, required publications, and other required onboard items. Verify PUI FMS/MFD understanding with either GPU attached or aircraft start up.

(3) Introduce. Checklist flow concept.

(4) Review. Start and normal checklists, and cockpit crew coordination for Emergencies and Abnormals. Emergency Egress drill with annotation in NATOPS jacket.

Prerequisite. CACT Initial Pilot Course Complete.

120. FLIGHT TRAINING: TRANSITION AND CONVERSION PILOT1. Mission Capable Phase

<u>STAGE</u>	<u>SIM EVENTS</u>	<u>SIM HOURS</u>	<u>PERCENT</u>
CACT Initial Pilot Course	7	28	60.0

2. Mission Ready Phase

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>	<u>PERCENT</u>
FAM/INST/NAV	5	7.5	
Night FAM	1	1.5	
Copilot FAM	2	3.0	
Review	1	1.5	
T3P Check	<u>1</u>	<u>1.5</u>	
Total	10	15.0	15.0

3. Mission Qualification Phase

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>	<u>PERCENT</u>
T2P Review	1	1.5	
T2P Check	<u>1</u>	<u>1.5</u>	
Total	2	3.0	20.0

4. Full-Mission Qualification Phase

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>	<u>PERCENT</u>
TAC Route Check	1	2.0	
TAC Review Flight	1	1.5	
TAC Check Flight	<u>1</u>	<u>1.5</u>	
Total	3	5.0	5.0
Mission Category Totals	22	51.0	100

121. REFRESHER PILOT TRAINING

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>
FAM	1	1.5
INST/NAV	2	3.0
Review	1	1.5
T2P/TAC Check	<u>1</u>	<u>1.5</u>
Total	5	7.5

122. INSTRUCTOR UNDER TRAINING

<u>STAGE</u>	<u>FLIGHTS/SORTIES</u>	<u>FLT HOURS</u>
FAM/INSTR	3	5.0
<u>IUT Check Flight</u>	<u>1</u>	<u>1.5</u>
Total for IUT	4	6.5

130. FLIGHT PERFORMANCE REQUIREMENTS

1. No UC-35 specific NATOPS Flight Manual exists. However, the OPNAV 3710.7 and its NATOPS program still applies. This T&R manual, the Cessna FAA approved Airplane Flight Manual (AFM) and Airplane Operating Manual (AOM) are substitutes for a specific UC-35 NATOPS manual. Unless local Unit SOP prescribes stricter requirements, this aircraft shall be operated in accordance with (ascending order of precedence) this T&R manual, the current Cessna AOM, Cessna AFM, OPNAV 3710.7, and applicable F.A.A./ICAO regulations. The UC-35 is a multi-piloted aircraft requiring two NATOPS qualified pilots for all flight operations. For T&R syllabus training flights, minimum crew shall consist of a designated instructor pilot (IP) and pilot under instruction (PUI). Marine Corps units flying the UC-35 shall use the latest versions of the Flight Safety International Normal Procedures checklist, Emergency/ Abnormal checklists and maneuver descriptions. The Army TC 1-C35 Aircrew Training Manual complements and amplifies CACT maneuver procedures. Its reference is recommended to aid Model Manager standardization and SOP development. T&R Sponsor produced Aircrew Training Forms (ATFs) shall be used to record all regular syllabus training flights.

2. Minimum Currency Requirements. Pilots who fail to comply with currency requirements shall be scheduled to meet the requirements in which there is a delinquency. Delinquent monthly minimums may be satisfied by a refresher flight of indeterminate length flown with a current TPC. TPC's who meet T2P requirements may fly as a T2P. If delinquent more than 90 days but less than 180 days, the individual shall complete a syllabus designated by the Commanding Officer which includes at least one TAC Review-401 (or T2P Review-300 if applicable) and TAC Check-410 (or T2P Check-310 if applicable). If delinquent more than 180 days, the individual will complete Refresher Training Flights per paragraph 2021.

30 Day Prior Flight Hour Requirement

	TPC	T2P
In Model	4	2
Landings	2	2
Inst. Approaches	1	1

3. Opnav Annual Natops Evaluation Flight And Instrument Rating. The first NATOPS flight Evaluation is conducted at the T3P/T2P stage, and at least annually thereafter IAW OPNAV 3710.7 and generally accepted USMC transport aircraft evaluation procedures. The Open Book exam shall consist of 50 questions minimum. The Closed Book shall consist of 30 questions minimum. Both shall be successfully completed within the previous 60 days of the NATOPS Evaluation flight. Questions should be derived from current editions of the Cessna Citation Ultra AFM and Cessna AOM. Syllabus events 250, 310, 410, and their annual refly requirement complete OPNAV NATOPS Evaluation requirements and the Instrument Rating renewal requirements of OPNAV 3710.7

and OPNAV form 3710/2. OPNAV form 3510/11 worksheet should be used to record NATOPS and Instrument Evaluations.

4. Crew Resource Management (CRM). Annually, all aircrew shall conduct CRM training IAW current directives.

131. MISSION READY TRAINING

1. Purpose. To introduce the UC-35 aircraft and provide training and instruction leading to qualification as T3P (or T2P).

2. General. To instruct in aircraft taxi, VFR and IFR flight characteristics and limitations with emphasis on instrument flight procedures and proper response to checklists and aircraft abnormal and emergency situations. Crew responsibilities and coordination will be stressed. All emergencies denoted as "immediate action items" in the AFM and AOM shall be memorized for safe operation. Training flights are normally flown in sequence. A PUI with 300 hours fixed wing experience and previously designated TAC/TPC in multi-engined fixed-wing aircraft, may have T3P flights 240 and 250 waived, fly the 300 and 310, and be designated a T2P. A T3P shall not conduct the takeoff or landing with passengers embarked.

3. Prerequisite. The PUI should have a thorough knowledge of upcoming flight briefing items and maneuvers prior to each flight brief. Operational Risk Management (ORM) processes will be included in all flight briefs IAW current directives.

4. Flight Training. (10 Flights, 15.0 Hours)

FAM-201 1.5 T,C UC-35 PUI/IP

Goal. Introduce the UC-35 Aircraft.

Requirement

(1) Brief. Takeoff & Landing Data (TOLD) cards, aircraft handling characteristics, takeoff aborts, landing techniques, takeoff and landing emergencies, wind limitations, power limitations, hydraulics, and thrust reversers.

(2) Introduce. Pre/post flight, engine starts, taxi, takeoff and landings (taxi-back) in VMC conditions. Introduce basic air work maneuvers (VMC) (steep turns, climbs and descents and slow flight), fuel management, and post landing procedures.

FAM-202 1.5 T,C UC-35 PUI/IP

Goal. Introduce expanded flight envelope.

Requirement

(1) Brief. Go-around crew coordination, powerplant malfunctions (before and after decision speed), fuel and oil systems, pressurization system, stall warning system, flying via Angle of Attack, and Auto Pilot/Flight Director.

(2) Demonstrate. Approach to stalls.

(3) Introduce. Landing pattern, touch and go's, aborted takeoff, simulated single engine failure procedures at altitude, auto pilot/flight director use, emergency descent, PAR or raw data ILS approach, go-arounds, and crosswind landings.

(4) Practice. Previous maneuvers.

FAM-203

1.5

T,C,R UC-35 PUI/IP

Goal. Practice FAM Maneuvers.

Requirement. PUI completed TOLD card to include critical field length computations.

(1) Brief. Short field operating techniques, loss of engine on takeoff, landing gear wheel and brakes, emergency gear extension, Wx RADAR, powerplant and subsystems, electrical systems, E-GPWS, and flight controls.

(2) Introduce. Short field operating techniques, simulated single engine failure after takeoff (2nd segment climb or higher), simulated S.E. landings and go-arounds, Wx radar use, and instrument approach(es).

(3) Practice. Landing pattern, any previous maneuvers including: high work, simulated engine failure(s), and Autopilot/Flight Director use.

INST-210

1.5

T,C UC-35 PUI/IP

Goal. Introduce instrument navigation and approaches. PUI use of a view restriction device such as "foggles" is recommended.

Requirement

(1) Brief. Avionics/Navigation systems, FMS/MFD/PFD set-up and use, Terminal Area crew coordination, DoD FLIP Pubs and FMS database, IFR minimums and Missed Approach crew coordination, ITO, TCAS II.

(2) Introduce. ITO, Stby Gyro use/approach, holding, TCAS & GPWS hazard avoidance techniques, non-precision approaches including Localizer & Back Course.

(3) Practice. Any previous maneuvers.

Prerequisite. FAM-201.

INST-211

1.5

T,C,R UC-35 PUI/IP

Goal. High altitude operations.

Requirement

(1) Brief. Navigation techniques, ice and rain protection and procedures, hypoxia, oxygen requirements/equipment, fire detection system, VIP/PAX briefings and procedures, range vs payload capability/charts.

(2) Introduce. High altitude flight, PFD to MFD reversion, instrument alternate modes. PUI to conduct a sample VIP/PAX briefing at aircraft.

(3) Practice. ITO, holding, standby gyro use, non-precision or precision approaches, and any previous maneuvers.

NFAM-2201.5 T,C UC-35 PUI/IP N

Goal. Introduce night operations.

Requirement

(1) Brief. Normal and emergency lighting, night flying procedures and techniques, visual illusions, landing without landing lights, ELT, windshear avoidance, cockpit management and handling abnormals and emergencies at night. This flight should be flown at least 30 minutes after official sunset.

(2) Introduce. Night time approaches and VFR landing pattern, normal and emergency lighting, single engine failures (at altitude), waveoffs (1 and 2 engine).

Prerequisite. INST-210.

CP-2301.5 T,C UC-35 IP/PUI

Goal. Introduce copilot responsibilities.

Requirement. PUI in right seat to perform duties of copilot/Pilot not Flying (PNF). Emphasize crew responsibilities, right seat checklist usage and radio procedures.

(1) Brief. Copilot duties and aircrew coordination, hazardous Wx avoidance, pitot systems, air conditioning/environmental, fuel system, flight phone, airstarts, 1553 Databus, cabin ICS and audio capability.

(2) Introduce. Copilot right seat duties, PNF checklist usage/flow patterns, flight phone use, right seat instrument approaches, landings, taxi, and aircraft servicing procedures.

Prerequisite. INST-211.

CP-2311.5 T,C,R UC-35 IP/PUI

Goal. Practice copilot responsibilities.

Requirement. PUI right seat. Emphasize crew duties, flow patterns, and checklist usage/verification. PUI will demonstrate ability to make normal full stop landing and taxi from the right seat.

(1) Brief. Environmental restrictions, electrical system, aircraft Aviation Life Support Equipment/survival gear, ditching procedures, life raft employment, and over water operation, high frequency, SATCOM, and multi-channel radios.

(2) Introduce. PUI will inventory/discuss onboard safety and survival equipment. Exercise Comm suite with USAF Global HF System, FLEXCOMM, and military transponder.

(3) Practice. Simulated emergencies/abnormals, normal full stop landing and taxi from the right seat. Passenger/VIP briefing.

T3P REV-240

1.5

T,C UC-35 PUI/IP

Goal. Review flight maneuvers and copilot duties.

Requirement. Training and review for PUI to become a viable crew member and operate aircraft safely.

(1) Brief. Any previous briefing items and OSA procedures. Conduct of review flight should include FAM 203 and INST 210 items.

(2) Practice. All previous maneuvers, instrument reversion modes, short field operating techniques, and Pilot not Flying (PNF) procedures from the left seat.

Prerequisite. All previous 200 series flights.

T3P CK-250

1.5

T,C E UC-35 PUI/ANI or NI

Goal. NATOPS Evaluation to qualify for T3P designation.

Requirement. PUI to demonstrate the ability to meet the requirements of OPNAV 3710.7, this T&R, and squadron evaluation criteria. The flight evaluation is designed to measure, with the maximum objectivity, the degree of standardization demonstrated by the PUI to ensure copilot readiness.

(1) Brief. A minimum of three aircraft systems, performance computations, and any previous briefing items.

(2) Evaluate. Pertinent areas and sub-areas of OPNAV 3510/11 worksheet. For Instrument Rating, include OPNAV 3710.7 and OPNAV form 3710/2 items. Optional items also include: right seat/PNF duties, landing gear emergencies, pressurization loss, icing system malfunction, ditching drill, airstart procedures, passenger briefing, cargo loading, and servicing.

Performance Standard. FAA Commercial Pilot Practical Test Standards.

Prerequisite. Successful completion of Open and Closed Book exams.

132. MISSION QUALIFICATION TRAINING

1. Purpose. To qualify as Transport Second Pilot (T2P).
2. General. Proficiency in mission related tasks is the goal of qualification training.
3. Prerequisites. Minimum 50 hours flight time in UC-35 aircraft, or 300 hours fixed wing experience and previously designated TAC/TPC in multi-piloted fixed wing aircraft.
4. Flight Training. (2 Flights, 3.0 Hours)

T2P REV-300 1.5 T,C,R UC-35

Goal. Review flight maneuvers and copilot duties.

Requirement. PUI in either seat to review both PF/PNF duties.

(1) Brief. Any previous briefing items and OSA procedures. Conduct of review flight should include FAM-203 and INST-210 items.

(2) Practice. All previous maneuvers, instrument reversion modes, short field operating techniques, and PNF duties.

T2P CK 310 1.5 T,C,R E UC-35 PUI or T3P/ANI or NI

Goal. Qualify for T2P designation. (NATOPS Evaluation if applicable).

Requirement. PUI to demonstrate the ability to meet the requirements of OPNAV 3710.7, this T&R, and squadron evaluation criteria. The flight evaluation is designed to measure, with the maximum objectivity, the degree of standardization demonstrated by the PUI and serve as copilot on OSA missions.

(1) Brief. A minimum of three aircraft systems, performance computations, and any previous briefing items.

(2) Evaluate. Pertinent areas and sub-areas of OPNAV 3510/11 worksheet. For Instrument Rating, include OPNAV 3710.7 and OPNAV form 3710/2 items. Optional items also include: right seat/PNF duties, landing gear emergencies, pressurization loss, icing system malfunction, ditching drill, airstart procedures, passenger briefing, cargo loading, and servicing.

Performance Standard. FAA ATP Practical Test Standards for Type rated pilots.

Prerequisite. Successful completion of Open and Closed Book examinations for NATOPS Evaluation.

133. FULL-MISSION QUALIFICATION TRAINING

1. Purpose. To qualify as Transport Aircraft Commander (TAC).
2. General. Proficiency in mission related tasks is the goal of Full-Mission Capable qualification.
3. Academic Instruction. OCONUS/foreign clearance procedures, Military ICS and communication suite.
4. Flight Training. (3 Flights, 5.0 Hours)

TAC RTE CK-400 2.0 T,C E UC-35

Goal. Extended operations and mission procedures review.

Requirement. T2P will demonstrate the ability to manage a crew and aircraft away from home station on an OSA mission. Flight should include an RON.

(1) Brief. OPARS, high DA, hot and cold Wx environments, range/payload, weight and balance, military comm suite, flight phone, VIP/PAX handling, and JOSAC mission procedures. Stress aircraft performance planning.

(2) Review. Long range navigation, military communication suite, flight phone use, VIP/PAX handling, and JOSAC mission procedures.

Performance Standard. Comply with all unit and higher HQ SOPs and mission procedures.

Prerequisite. Two previous OSA Missions.

TAC REV-401 1.5 T,C,R UC-35 PUI/IP

Goal. Review flight maneuvers and TAC responsibilities.

Requirement. Review previous syllabus maneuvers and mission procedures.

(1) Brief. Previous mishaps and lessons learned, any previous briefing items, aircraft limitations, and mission procedures.

(2) Practice. Any previous maneuvers, instrument reversion modes, OSA procedures, and PNF duties.

TAC CK-410 1.5 T,C,R E UC-35 T2P or TAC/ANI or NI

Goal. Qualify for TAC designation. (NATOPS Evaluation if applicable)

Requirement. Flight designed to measure with maximum objectivity, the knowledge, abilities, and headwork as an OSA Aircraft Commander.

(1) Brief. Any previous briefing items. ATP Practical Test requirements.

(2) Evaluate. Pertinent areas and sub-areas of OPNAV 3510/11 worksheet. For Instrument Rating, include OPNAV 3710.7 and OPNAV form 3710/2 items. Optional items also include: landing gear emergencies, pressurization loss, icing system malfunction, ditching drill, airstart procedures, passenger briefing, cargo loading, and servicing.

Prerequisite. 100 hours minimum in the UC-35 aircraft or flight time waiver IAW OPNAV 3710.7 for previously designated TAC/TPC. Successful completion of Open and Closed Book examinations for NATOPS Evaluation.

Performance Standard. FAA ATP Practical Test Standards.

140. INSTRUCTOR TRAINING

1. Purpose. To standardize flight maneuvers and instructional methods for the UC-35 aircraft.

2. General. IPCHK 504 will be flown with the Standardization Officer. The IUT can be designated either an IP or ANI.

3. Academic Instruction. Techniques of Instruction, all UC-35 systems, Unit and HHQ SOPs.

4. Prerequisite. Standardization Board approval. IUT should have previous IP designation and commensurate experience in multi-piloted, fixed-wing, aircraft.

5. Flight Training. (4 Flights, 6.5 Hours)

IUT-501 2.0 T,C,R E UC-35 IP/IUT

Goal. Introduce Mission Ready FAM/INST maneuvers and instruction techniques.

Requirement. IUT in right seat will practice all maneuvers introduced in Mission Ready syllabus. Emphasize standardization, recognition and correction of common student errors.

(1) Brief. Training areas, and maneuver descriptions for FAM and INST.

(2) Introduce. FAM and INST maneuvers flown from the right seat.

IUT-502 1.5 T,C,R E UC-35 IP/IUT

Goal. Practice FAM/INST maneuvers and introduce Conduct of Flight sequences.

Requirement

(1) Brief. Syllabus hop time management, Conduct of Flight sequences for Initial Pilot, Refresher, and NATOPS/Instrument Check. A minimum of two A/C systems.

(2) Introduce. Sequences for training flights.

(3) Practice. FAM and INST maneuvers flown from the right seat.

IUT-503 1.5 T,C,R E UC-35 IP/IUT

Goal. Refine instruction techniques and Conduct of Flight sequences.

Requirement. Brief minimum of two A/C subsystems, and the following: 1553 Databus, audio control systems, and military communication suite.

IPCHK-504 1.5 T,C,R E UC-35 STANO/IUT

Goal. Qualify as Instructor Pilot or Assistant NATOPS Instructor.

Requirement. IUT in right seat will brief and/or demonstrate instructor level mastery of any selected items covered in any part of UC-35 syllabus. Prospective ANIs will also demonstrate management of flight sequence for NATOPS/INSTR Evaluations. NATOPS Evaluation required for ANI Designation.

Prerequisite. Successful completion of Open and Closed Book examinations for NATOPS Evaluation.

Performance Standard. FAA ATP Standards (right seat).

160. ORDNANCE REQUIREMENTS. N/A.

AIRCRAFT: UC-35				CREW POSITION: EITHER PILOT					
FLIGHT	TRNG		REFLY						
STAGE	CODE	HRS	INTERVAL	MRP	T	C	R	E	REMARKS
MISSION CAPABLE TRAINING				60.0					
CACT Initial Simulator		28	N/A	60.0	X	X			(CACT)
CACT Refresher Training		12	12-18	60.0				X	(CACT)
MISSION READY TRAINING				15.0					
NAV	201	1.5	N/A						
	202	1.5	N/A						
	203	1.5	N/A						
	210	1.5	N/A						
	211	1.5	1	2.5	X	X	X		
NFAM	220	1.5	3	2.5	X	X	X		N
CP	230	1.5	N/A						
	231	1.5	3	2.5	X	X	X		
T3P CK	240	1.5	N/A						
	250	1.5	12	7.5	X	X	X	X	
MISSION QUALIFICATION TRAINING				20.0					
T2P CK	300	1.5	N/A						
	310	1.5	12	20.0	X	X	X	X	
FULL-MISSION QUALIFICATION TRAINING				5.0					
TAC CK	400	2.0	N/A					X	
	401	1.5	N/A						
	410	1.5	12	5.0	X	X	X	X	
INSTRUCTOR QUALIFICATION FLIGHTS/EVENTS									
IUT	501	2.0	N/A					X	
	502	1.5	N/A					X	
	503	1.5	N/A					X	
	504	1.5	N/A					X	

Figure 1-1.--UC-35 Refly Interval, MRP.

PILOT FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
NAV	201	
	202	
	203	
	210	
	211	201, 202, 203, 210
NFAM	220	201, 202, 203, 210, 211
CP	230	
	231	230
T3P	240	
	250	
FAM/INST	300	201, 202, 203, 210
T2P CK	310	201, 202, 203, 210, 211, 220, 230, 231, 240, 250, 300
TAC CK	400	
	401	
	410	201, 202, 203, 210, 211, 220, 230, 231, 240, 250, 300, 310
IUT	501	
	502	
	503	
	504	

Figure 1-2.--UC-35 Flight Update Chaining.